

# A SONG OF SUMMER TIME.

Oh, the swaying of the branches and the flitting through the trees,  
And the music of the voices that come upon the breeze ;  
Oh, the singing and the winging of the birds that come and go,  
And the frisking of the squirrels as they scamper to and fro ;  
Oh, the ferns and mossy carpets and the waters dark and cool,  
That go stealing through the shadows from some clear, unsullied pool !

Oh, the trilling of the songsters  
From the branches and the grass,  
And the glancing of the sunlight  
On the waters as we pass !

Oh, the glancing of the sunlight as it strikes the waters clear,  
And the singing of the thrushes and the other songs we hear ;  
Oh, the boating and the floating on the waters of the lake,  
And the ripples and the shadows that go dancing from our wake ;  
Oh, the breezy days of pleasure and the pleasant nights to dream,  
When the stars look down and twinkle and the winged lanterns gleam !

Oh, the summers in the country,  
Where the songsters nest and sing ;  
And the pleasure without measure  
That the woods and waters bring !

—Frank H. Sweet, in Donahoe's Magazine for July.

## Debs Talks.

On the 5th inst., Eugene V. Debs, president of the American Railway Union, issued the following communication to the public :

"So many misleading reports have been given currency in reference to the great railroad strike now in progress that I am prompted, in the interest of justice and fair play, to give the public an honest, impartial statement of the issues involved and the facts as they actually exist. My purpose in this is to have the great American public—the plain people—in every avenue of life—conversant with the situation as it really is, that they, who constitute the highest tribunal we know, may pass just judgment upon our acts—condemn us if we are wrong, and uphold us if we are right.

"First of all, let it be said that the Pullman employees who struck May 6 last did so entirely of their own accord. Their action in so doing was spontaneous and unanimous. They simply revolted against a series of deep-seated wrongs of long standing, and no power could stay them. It has been charged, and the charge has been widely accepted, that they were induced to strike by their 'leaders' and labor agitators—that if left alone they would have remained at work. The charge is wholly untrue. The fact is that the officers of the American Railway Union used all their influence to pacify the employees and advised

them repeatedly not to strike, but to bear patiently their grievances until a peaceable settlement could be effected. To the truth of this statement the employees themselves will bear willing testimony.

"But the grievances of the employees, men and women, had become so aggravated, so galling, that patience deserted them and they abandoned their employment rather than submit longer to conditions against which their very souls rebelled. Whether they were right or not let only those judge who comprehend the conditions under which these faithful employees toiled and groaned. Let us avoid sentiment. The bare facts will suffice, and they are haggard enough to excite the sympathy of every good citizen, rich or poor, employer or employed.

"The Pullman company, be it understood, owns the town of Pullman, owns the houses, the homes of employees, controls the light and water and other necessities of life, and wages are so adjusted to living expenses that in a large majority of cases the employees are barely able to support their families. Proof overwhelming can be furnished. One instance will suffice. At the time they struck, the employees were in arrears to the Pullman company \$70,000 for rent alone. Wages had been repeatedly reduced, but rent and other expenses remained the same. At this rate it would have been a question of a short time only

until the employees would have been hopelessly involved in debt—mortgaged soul and body to the Pullman company.

"The employees from the beginning have been willing to arbitrate their differences with the company. That is their position to-day. The company arrogantly declares that there is nothing to arbitrate. If this be true, why not allow a board of fair and impartial arbitrators to determine the fact? At this point we appeal to the public as to whether the position of the Pullman company or the position of the employees is entitled to the sanction of the public conscience. If the employees were to assume the position of the Pullman company and defiantly declare that they had nothing to arbitrate and arbitrarily demand unconditional surrender as the only basis of settlement, they would merit the condemnation of the public, and it would certainly and swiftly fall upon them with crushing severity. Committee after committee waited upon the officials of the Pullman company with a vain hope of effecting a settlement. They were willing to make concessions, to compromise in the interest of peace. All their advances were repelled. The company was and is as unyielding as adamant.

"Finally, June 12, the delegates of the American Railway Union, representing 425 local unions of railway employees, located on the principal lines of American railway, met in convention at Chicago. The Pullman trouble had been discussed at their local meetings. Many of the delegates came instructed. The grievances of the Pullman employees were taken under consideration. Two separate committees were sent to the officials. Not the slightest satisfaction could be obtained. As

[Concluded on 5th page.]

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